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Will Build a House to Suit and Sell it to You on
Monthly Payments amounting to 2 per cent of first
cost with interest on what you owe at the rate of
10 PER CENT PER ANNUM

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**Cimarron
Improvement Com'y**
Cimarron, New Mexico

Cimarron LUMBER CO.

Wholesale and Retail
Lumber and Building
Material of Every De-
scription and Build-
ers' Hardware

**CIMARRON
LUMBER Co.**
CIMARRON, N. M.

Remsberg Mercantile Company

Wholesale Grocers

We are prepared to ship immediately straight
or mixed cars of anything in Groceries, Flour,
Hay, Grain, Salt, Potatoes, Salt Meats, Lard.

Prompt and Special Attention
Always Given to our Orders

Raton, - - - New Mexico

Schroeder's Drug Store

Raton, New Mexico

For anything you need in Drugs, Medicines or Toilet Arti-
cles, etc. Our Stock is complete and our Prices are right

Special attention given to Optical Work, and Satisfaction
Always Given. Spanish Spoken

Dr. Geo. C. Roberts - - - Manager

Letter From Former Resident.

From the Raton Range.
Wilsey, Morris County, Kansas,
February 20, 1907.

To The Range—Well, we arrived in
Morris county, Kansas, about the 20th
of November in a snowstorm and
pretty cold weather, but we found
people very clever and we got settled
and our stock in shape all right. We
have had only one cold spell since
then. It has been quite an open win-
ter with quite a good deal of fog and
rain; it seems as though spring had
come. The ground is in good shape
and some people are talking about
making garden soon.

We have a fine artesian well on our
farm: the tank has not frozen up this
winter; we have watered 150 head of
stock at it all winter; our stock has
done well; we have been able to get
feed reasonable, and plenty of it.

We are just across the road from
the school house, and get our mail at
the door once every day except Sun-
days and holidays. We are on a tele-
phone line; we can talk to Emporia
and Kansas City and surrounding vi-
cinity. We are five miles west of
Council Grove, five miles east of
Wilsey and three miles from a ship-
ping point called Helmick. We like
our new home very well. Yours truly,
Mrs. Fannie Thatcher.

FIRST TRIP OVER THE NEW LINE OF THE ROCKY MOUNTAIN ROUTE

A Guest of the Swastika Road Tells of the Beauties
of Nature as Viewed From That Line, and of Its
Importance to New Mexico's Shippers.

From the Raton Range.

On last Wednesday, the 20th day
of February, 1907, the first train went
out over the Swastika Route from
Raton, New Mexico, to Des Moines,
New Mexico, and return. It was my
great pleasure to be a member of the
party invited to take this initial trip
over the new road that gives a new
and much needed connection with the
outside world to Raton and Northern
New Mexico.

The train left the new depot of the
St. Louis, Rocky Mountain & Pacific
Railway Co. at 9:30 in the morning of
a beautiful day and soon reached
Clifton House where we took the new
eastern track leading into the hills.
The day was ideal, New Mexico's
bright sun being at its best, and the
skies dotted here and there with a few
clouds sufficient to give a variety of
light and shadow to mountain and
plain. The new track was in splendid
condition for the first trip, and the
train going at a good rate of speed
caused no inconvenience to the genial
company of passengers that crowded
the rear platform of the special car to
get the best possible view of the
scenery. As the train sped away to-
ward the canons and mesas that lead
to the Una de Gato, we looked back
across the broad vista of hill and
plain stretching far away to the west
until it met the high line of the main
range of the Rockies with the timber-
clad mountains below, and the glisten-
ing peaks of the Snowy Range far
above shining like diamonds in the
direct rays of the late forenoon sun.

The approach to the Una de Gato
winds around the edges of the hills,
past the broad ranches lying in the
valleys below where large herds of
cattle were feeding in quiet content-
ment. We soon reached the crossing
of the Una de Gato where its deep
canyon opens a gap leading up to
Johnson Park. At this point is one
of the prettiest views on the road. To
the east stretches away this canon be-
tween the high walls of malpais rock
weathered into fantastic forms and
colored in beauty with Nature's hand
painting of the ages. To the west
stretched away the broad, deep val-
leys reaching to the lesser hills and
mountains beyond, the largest of
these being the Sierra Grande, cover-
ed in streaks and patches with its
pinon trees giving a restful touch of
green to the eye. From this point
the train began to climb up an easy
grade showing the excellent work of
the engineers and builders, until it
reached the highest point to its length
and we passed out upon "The Vegas." These are broad, level, grassy plains,
strange to say, much better supplied
with water than even the valleys be-
low. Here and there were lakes,
some of them hundreds of acres in ex-
tent. Large herds of cattle were here
feeding on the well cured grasses and
were in the best possible condition.

Off to the east we could see old
Capulin Mountain with its deep
crater mouth open at one side where,
long ago, a stream of lava had flowed
down upon the plain below, forming
the malpais dykes that dotted its sur-
face. A little after noon our train
reached the station of Des Moines
where connection is made with the
Colorado & Southern Railway. Des
Moines is now a little town of tents
and frame buildings nestling just out
of the shadow of the old Sierra
Grande. Far away to the east stretch
level plains and the country, with
proper kind of development, is adapt-
ed for grazing purposes and, with the
progress of the science of farming, to
agriculture. The little town is busy
and here and there can be seen stakes
where some enterprising newcomer
has laid out town lots, a forecast of
what is to be in the growth of this
town with the progress to be brought

by the new railroad. After lunch on
the car, to which we certainly did full
justice, we inspected every part of the
place and soon prepared for our home-
ward trip.

The return trip, if possible, was
more beautiful than that of the morn-
ing. The air was cool, though the
sun was still bright and a few more
clouds had gathered in the sky to re-
lieve the brightness of the plain and
hill with their varying shadows.
When we reached "The Vegas" late
in the afternoon the day was at its
best. This scene beautiful as it was
at midday, was even more beautiful
in the long slanting rays of the after-
noon sun as they touched up the ever-
greens on the sides of old Capulin,
and threw their long shadows from
the western hills across the plains. A
deep sense of repose seemed to pre-
vade the whole landscape and no
painter among all the great masters
has ever touched a canvas with more
beautiful pastoral scene than this of
lake, mountain and plain, and the
herds dotting the latter here and
there. Our return trip was made in
good time and we arrived at Raton at
7:30 in the evening filled with restful
delight from the days outing.

I have told you of the scenery of
this section and the ease with which
this trip is made, a pleasure soon to
be within the reach of all the people
in the vicinity of Raton, but this trip,
for the business interests of Raton
and its vicinity, had a greater sig-
nificance than any of these. On the
return trip we brought back with us
two car loads of freight which when
landed at the Raton depot were just
forty-eight hours out of Denver.
These two ordinary box cars, filled
with merchandise, plain as they may
seem, opened a new era to Raton and
Northern New Mexico, for now it will
no longer be necessary that the ship-
pers of Raton and vicinity should wait
for days and weeks, perhaps months,
for delivery of their freight from the
jobbing centers. A new competition
is in the field and the new road is
putting forth every effort to handle
its business with promptness and dis-
patch in order that the business men
of its field may have equal advan-
tages with those of the common points
elsewhere. The St. Louis, Rocky
Mountain & Pacific Railway company
is now ready to begin the handling of
freight and expect to increase its serv-
ice as rapidly as necessary to meet
the demands upon it.

The Swastika Route has two east-
ern connections. By the way of the
Colorado & Southern Railway at Des
Moines, New Mexico, it connects, on
the north, with Denver and all eastern
points; on the south, by way of the
Colorado & Southern Railway and
the Rock Island at Dalhart, Texas, it
has another efficient eastern con-
nection. At Vermejo, on the western
extension of the Swastika Route,
there is a junction with the Dawson
branch of the Chicago, Rock Island &
Pacific Railway, whereby traffic is
routed to El Paso and all southwest-
ern points, and to the Pacific coast as
well, by the way of the Southern Pa-
cific Railway. At Vermejo traffic can
also be routed for eastern points by
direct and continuous connection over
the Chicago, Rock Island & Pacific
Railway by the way of Tucumcari,
New Mexico. These several con-
nections give the new road an oppor-
tunity to render the best possible
service to all traffic in and out of
northeastern New Mexico. The con-
nections at either end of the Swastika
Route make it possible in case of
necessity to route their freight either
way so that at no time will they be
unable to deliver their traffic unless,
as will seldom ever happen, both ends
of the road out of Raton should be
impassable at the same time.

BRACKETT STRIKES THE HOT IRON

Joseph P. Brackett of Raton, sec-
retary of the Walter Sharp Con-
struction company, who has personal
charge of the erection of the rein-
forced concrete bridge on Galisto
street, addressed the Good Roads
convention and invited the delegates
to inspect the work on the bridge.
He stated that good bridges were as
essential as good roads, and that re-
inforced concrete is being demon-
strated as the most serviceable ma-
terial for bridge building.—New Mex-
ican.

Body of J. H. Goins Found.

Alamogordo, N. M., Feb. 18.—The
body of J. H. Goins was found today
twenty-eight miles west of Tularosa.
It was badly decomposed and one
arm burned off, the corpse being
found lying across the ashes of the
dead man's camp fire. The appear-
ance of the remains indicated that
the man had been dead about four
days. The supposition is that he was
seized with heart failure and fell into
the fire. Goins, who was a cowboy
and leaves a wife, was on his way
across country to his home at Tularo-
sa from Engle, N. M., where he had
been working.

MONEY TO LOAN

Attention Cimarron citizens! I have
just opened up a new Furniture store
and am prepared to sell cheaper than
any one, will call on the

Installment Plan

Also have plenty of money to loan on
any good security, including furniture
carpets, etc. I will pay car fare to and
from Raton, to any one buying

\$50.00 Worth of Goods, Including

Jewelry, Watches, Diamonds, Silver-
ware, Guns, Ammunition, Musical
Instruments of all kinds, Furniture
Carpets, Rugs, Springs, Mattresses
Comforts, Blankets, Pillows, Trunks,
Suit cases, Razors, Straps, Brushes
New and Undereamed clothing

Will Pay Carfare One
Way to Any One

Purchasing \$25.00
Worth of Goods

Raton Loan Office

MRS. S. REDAK, Prop.
ew Roth Black Raton, N. M.

St. James Hotel

Cimarron, New Mexico

Comfortable
Heated
Rooms
Good Meals

\$2.00 Per Day

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Depot

Leonard AND Hayward

General Merchandise
Fine Wines, Liquors
and Cigars.

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